



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

NORTHEASTERN ILLINOIS REGIONAL TRANSPORTATION TASK FORCE REPORT

To the Honorable Rod R. Blagojevich, Governor and the Honorable Members
Of the Illinois General Assembly

On April 14, 2004 the 22 member Northeastern Illinois Regional Transportation Task Force comprised of transportation officials, business leaders and elected officials, completed its eighth and final meeting. Senate Bill 726 directed the Task Force to gather information on Northeastern Illinois Metropolitan Area Transportation Programs and make recommendations to the Governor and Illinois General Assembly.

The Task Force examined the feasibility of merging the Chicago Area Transportation Study, Northeastern Illinois Planning Commission, Illinois State Toll Highway Authority and the Regional Transportation Authority which includes the service boards of the Chicago Transit Authority, Metra and Pace into a single agency. That resolution was defeated by a 10 to 1 vote.

The Task Force was also directed to identify areas where functions of the aforementioned agencies were redundant and /or unnecessary. In addition, the Task Force was instructed to identify methods that would promote cost effectiveness, efficiency, and equality in meeting the areas transportation needs. Lastly, the panel was to examine regional and economic impact as it relates to potential policy implementation.

Over the past several months the Task Force heard testimony from officials of the Illinois State Toll Highway Authority, Chicago Area Transportation Study, Northeastern Illinois Planning Commission, Regional Transportation Authority, Chicago Transit Authority, Pace, Metra Chicago Metropolis 2020, Metropolitan Planning Council, Work, Welfare & Families, Center for Neighborhood Technology, The Metropolitan Alliance of Congregations, as well as State Senator David Sullivan and State Representative Julie Hamos among others. After much deliberation of testimony, debate, and discussion, the 11 voting members of the Task Force have put forth and passed the attached resolutions as recommendations to the Governor and General Assembly.

The Task Force Resolution Lipinski #2 recommending merger, merging the agencies of Chicago Area Transportation Study and Northeastern Illinois Planning Commission was passed. The Chicago Area Transportation Study (CATS) is the region's metropolitan planning organization CMPO primary function is transportation planning and programming. CATS employs about 45 people and are funded primarily with federal funds that flow through the Illinois Department of Transportation. It's overall budget is about \$6 million dollars. The Northeastern Planning Commission's (NIPC) is the comprehensive planning agency for the region. Approximately 10% of time is spent on strictly transportation issues. NIPC employs about 42 people and has a budget of about \$6 million dollars of which \$3 million of that comes from transportation sources.

The merger of these two planning agencies will reduce overhead and administration costs such as rent and equipment. Both agencies staffs are at an all time low which would most likely assure that no one person would be left without a position. The proposal calls for the establishment of a 22 member regional board to oversee the merged agencies. The Regional Planning Board would develop a regional plan that would provide the framework for transportation and development decision-making. This will also ensure that multi-year programs are financially constrained so that development does not grow faster than logistical infrastructure. This new Regional Planning Board will improve the process and truly plan from a regional approach as opposed to the present practice of planning in a parochial manner. A redesignation of the MPO will not be affected by the merger and reorganization.

The Task Force Resolution Lipinski #3 reconstitutes the RTA board and changes the power and authority of the RTA Chairman was passed by the Task Force. The present Board is comprised of 13 Directors. This resolution increases the board from 13 members to a total of 15 members. The chairman shall be selected by the Governor and shall assume the duties of the Chief Executive Officer. Presently, the positions are separate. The increased powers of Chairman/CEO will allow for greater leadership and direction for the service boards. Any diversion of funds from one service board to another would require a super majority requiring 10 of the 15 Directors on the board to approve any such diversion.

Giving the RTA Chairman the power to line item veto duplicative studies and services will not only save the tax payers money but, would stop the past practice of holding up the approval of a 5 year capital budget plan over one item or issue. The present RTA policy is only concerned that the books are balanced at the end of the day which is important. But, the RTA takes no leadership role or initiatives forward to the service boards. Presently, there is a situation in Evanston where Pace and the CTA are operating on the same routes competing against one another. The new RTA Chairman would be empowered to address and stop duplicative service conflicts such as this and only under this type of circumstance. The new RTA Chairman should be able to referee situations as this and direct the Service Boards to coordinate better and not compete against one another. The RTA and all 3 Service Boards have

their own planning departments and in some cases are studying the same projects. This is very duplicative and not cost effective.

The reconstitution of the RTA Board will add increased regional suburban representation to the board. Presently only DuPage County and 2 board Directors selected from the 4 other collar counties of Lake, Will, McHenry, and Kane sit on the RTA board. The New Board will provide all 5 counties a seat on the board. Cook County representation of 4 seats selected by the Suburban Cook County Board members will be changed to 2 seats by suburban members and two directors by the Board President. This Resolution allows for greater suburban representation. Regional balance on the board will be maintained and increased by adding 2 more collar county representatives to the new RTA board. The State provides close to \$700 million dollars a year to the RTA for distribution to the 3 Service Boards under its authority. In addition, Metra enters into intergovernmental agreement with Wisconsin and Indiana, those agreements place Metra under the Laws and Regulations governing those 2 states. Lastly, the federal government recognizes the state as the primary recipient of transportation funds. The state also includes all transit projects in its program each year. The aforementioned issues and circumstances warrant the State's role in the selection of the Chairman of the RTA board.

The Task Force Resolution Lipinski #4 Pace/Metra merger and reconstitution of a new Metra Board was passed by the Task Force and calls for the merger of the Suburban Bus division of PACE into the Commuter Rail Division of METRA and the abolishment of the Suburban Pace Board. The current Metra Board contains 7 Directors, and the Pace Board contains 12 Directors. The new Metra Board would grow to a total of 16 members. The chair would be selected from the board members. This new structure provides for balance and representation throughout the entire region. All 6 counties in the region select a Director from their respective counties and the Suburban Cook County Board members will make 3 selections. The Mayor of the City of Chicago will make a selection and the Governor will make 6 selections, 1 each from the 6 Council of Mayors in Suburban Cook County. The new board will have 15 members selected from the suburbs and collar counties and 1 member from the City of Chicago.

The Pace/ Metra merger will create a Suburban Bus and Rail System. Metra is recognized as the best commuter rail operator in the U.S. Their expertise and knowledge in the transportation field should improve the level of service to suburban and collar county transit customers. Instead of competing against one another better coordination between the bus and rail line will improve service. Presently, both Pace and Metra identify a feeder service in their separate transit schedules but, do not show the bus rail/feeder arrival and departure times for the feeder service in either of their schedules combined. It is left up to the transit customer to figure that out for themselves. Suburban Bus (Pace) is capital sufficient and in much need of funding on the operating side. Metra is in good shape in both of these areas.

Testimony before the Task Force created concerns that no Suburban Transit System exists in the Collar Counties and Suburban Cook. While there is excellent suburban to downtown service, suburb to suburb and reverse commute service are inadequate.

Task Force Resolution Lipinski #5 Chicago Transit Authority Board Reconstitution was passed by the Task Force. The present board allows for 4 selections to the CTA by the Mayor of Chicago and 3 by the Governor. The resolution calls for increasing the Mayors selection from 4 to 7 Directors and increasing the Governor's from 3 to 6 Directors. The Mayor's selection process will remain the same while the Governor's selection will be structured as follows: 1 Director selected from Cook County, the other 5 Directors shall be selected from the 6 Councils of Mayors within Cook County. The Councils of Mayors will submit 2 mayor's names from 2 towns or villages in their respective councils from within the CTA service area. There are 35 communities outside of Chicago's boundaries that receive service from the CTA.

Task Force Resolution Lipinski #6 endorsing a Universal Fare Card System was passed by the Task Force. A Universal Fare Card System will provide for a seamless Fare system among the 3 transit service providers. Right now, San Francisco employs this system among 18 transit providers. The system provides transit customers with easier mobility access between transit systems.

Council Of Mayors Resolutions #2 Mayor Rupp Srch CATS/NIPC merger and Resolution #7 Chris Robling Transportation Commission both were rejected by the task force and are included in the attachments. In addition , a minority report prepared by task force member chris robling is also included.

Respectfully Yours,

Members of the Northeastern Illinois
Regional Transportation Task Force

Northeast Illinois Regional Transportation Task Force Membership

Member	Representing	Appointed by
<u>Voting:</u>		
William O. Lipinski, Congressman	Chair	Governor
Frank Clark, Senior Vice President & President of ComEd	Exelon Corporation	Governor
Paul Nowicki, Vice President, Government and Public Policy	Burlington Northern Santa Fe Railroad	Governor
Susan Garrett, State Senator	Illinois Senate	President of Senate
Louis Viverito, State Senator	Illinois Senate	President of Senate
Michael Smith, Mayor	Village of New Lenox	Senate Minority Leader
Chris Robling	Public at Large	Senate Minority Leader
Burton Natarus, Alderman	City of Chicago	Speaker of the House
Paul Karas	Public at Large	Speaker of the House
Sidney H. Mathias, State Representative	Illinois House	House Minority Leader
Jack Kubik, Former State Representative	Public at Large	House Minority Leader
<u>Non-voting:</u>		
Timothy W. Martin, Secretary	Illinois Department of Transportation	Ex Officio
Michael Tryon, Chairman, McHenry County Board	Chicago Area Transportation Study	CATS Policy Committee
Al Larson, President, Village of Schaumburg	Northeastern Illinois Planning Commission	NIPC Board
Thomas J. Mc Cracken, Jr., Chairman	Regional Transportation Authority	RTA Board
Jack Hartman, Executive Director	Illinois State Toll Highway Authority	ISTHA Board
Luis Gutierrez, Congressman	U.S. Congress	Governor
Mark Kirk, Congressman	U.S. Congress	Governor
Alan D. Cornue, Mayor, City of Woodstock	Mayors	Metropolitan Mayors Caucus
Rae Rupp-Srch, Mayor, Village of Villa Park	Mayors	Metropolitan Mayors Caucus
Jeffery D. Schielke, Mayor, City of Batavia	Mayors	Metropolitan Mayors Caucus
Melvin D. Van Allen, Jr., President, Village of Justice	Mayors	Metropolitan Mayors Caucus

Regional Transportation Task Force

Meeting Notes

Wednesday, April 14, 2004

The meeting was held at the Chicago Area Transportation Study at 300 West Adams Street, Chicago, Illinois. Those Task Force members present at the meeting were:

Voting Members:

William O. Lipinski	U.S. Congressman, Task Force Chairman
Paul Nowicki	Burlington Northern Santa Fe Railroad
Frank Clark	Exelon Corporation
Susan Garrett	State Senator
Louis Viverito	State Senator
Michael Smith	Mayor, New Lenox
Chris Robling	Public At Large
Burton Natarus	Alderman, City of Chicago
Sidney H. Mathias	State Representative
Paul Karas	Public At Large
Jack Kubik	Public At Large

Non-Voting Members:

Jack Hartman	Executive Director, Illinois Tollway
Mark Kirk	U. S. Congressman
Thomas J. McCracken, Jr.	Chairman, RTA
Michael Tryon	Chairman, McHenry County Board
Al Larson	President, Schaumburg
Alan D. Cornue	Mayor, Woodstock
Rae Rupp-Srch	Mayor, Villa Park
Jeffery D. Schielke	Mayor, Batavia

A. OPENING REMARKS/APPROVAL OF NOTES FOR APRIL 12, 2004 MEETING

The Chairman called the meeting to order at 9:00 AM. The Task Force unanimously approved the notes from the April 12, 2004 meeting.

B. VOTE ON TASK FORCE RESOLUTION NO. 2

Chairman Lipinski introduced Resolution No. 2 updated to reflect the addition of today's date and the addition of "and or approve" to the Regional Policy Board's action of the transportation plans and programs of the Transportation Planning Committee.

Ms. Rupp-Srch introduced an alternative Resolution No. 2 (copy attached). This alternative version is in response to Task Force comments and interested party testimony. It is a proposal on how to address changes to CATS and NIPC. It is an attempt to address the many details that are involved with a merger. One correction: it should be modified to add a representative from the city of Chicago and one from the counties.

Chairman Lipinski expressed opposition to the alternative version since it recommends additional studies whereas the charge to the Task Force is for action.

Mr. Mathias noted that the Task Force has been discussing these changes for only three months whereas the General Assembly took three years to reform the RTA in 1983. The short timeframe is not sufficient to examine the many details. In fact the Task Force might decide not to recommend a merger once all the details are examined. He supports the alternative version.

Mr. Schielke expressed support for the alternative version as a mechanism to explore how the region may secure additional funding for planning.

Mr. Natarus expressed opposition to the alternative version. The original resolution moves the process forward. Northeast Illinois must speak with one voice to the General Assembly and the federal government and the proposed Policy Board does that. The details are to be provided by the General Assembly and the Task Force should not recommend another study.

Mr. Tryon commented that the Task Force was directed to study the merger of agencies. There has not been an analysis of the impacts of a merger. The original Resolution No. 2 may have legal issues since the Policy Board can change MPO decisions. Many have testified opposing the merger. There has been no analysis of the financial impacts but the alternative version will allow for that.

Chairman Lipinski informed the Task Force that he has had congressional staff investigate the legality of Policy Board approval authority of MPO actions and they have found that it meets federal requirements.

Mr. Karas agreed with Mr. Natarus that it is time for action. The alternative version confuses tactics with strategy.

Mr. Kirk stated that the one voice should represent both the city and the suburbs. The Task Force has ignited city/suburban conflicts which will adversely affect the state's role in securing TEA-3 funding. The original Resolution No. 2 is not supported by the Mayor of Chicago or the suburbs or Speaker Hastert.

Chairman Lipinski did not agree that the Task Force has ignited city/suburban conflicts.

Chairman Lipinski called for a vote on the alternative version of Resolution No. 2:

AYE – Kubik, Mathias, Robling, Smith

NAY – Lipinski, Clark, Garrett, Karas, Natarus, Nowicki, Viverito

The motion on the alternative Resolution No. 2 FAILED.

Chairman Lipinski called for a vote on Resolution No. 2, as updated:

AYE – Lipinski, Clark, Garrett, Karas, Natarus, Nowicki, Viverito

NAY – Kubik, Mathias, Robling, Smith

The motion on the updated version of Resolution No. 2 PASSED.

C. VOTE ON TASK FORCE RESOLUTION NO. 3

Chairman Lipinski introduced Resolution No. 3 updated to reflect the addition of today's date.

Mr. Robling noted that the Task Force has received a letter from the Chairman and President of CTA expressing concerns about the proposed changes to RTA. The new RTA Board might reduce the region's consensus building.

Chairman Lipinski responded that his reading of the letter indicates that the resolution should move forward and the debate should continue in the General Assembly.

Chairman Lipinski called for a vote on Resolution No. 3, as updated:

AYE – Lipinski, Clark, Garrett, Karas, Natarus, Nowicki, Viverito

NAY – Kubik, Mathias, Robling, Smith

The motion on the updated version of Resolution No. 3 PASSED.

D. VOTE ON TASK FORCE RESOLUTION NO. 4

Chairman Lipinski introduced Resolution No. 4 updated to reflect the addition of today's date and the deletion of the requirement that a Board member may not be a local elected official or receive compensation from an elected or appointed office.

Mr. Natarus expressed opposition to the resolution due to its impact on operations. The suburbs are not assured that suburb-to-suburb service will continue to be addressed. This resolution does not deal with planning but operations and he has concerned about Pace being absorbed by Metra given the difficulties he has had with Metra's response to his concerns.

Chairman Lipinski called for a vote on Resolution No. 4, as updated:

AYE – Lipinski, Clark, Garrett, Karas, Nowicki, Viverito

NAY – Kubik, Mathias, Natarus, Robling, Smith

The motion on the updated version of Resolution No. 4 PASSED.

E. VOTE ON TASK FORCE RESOLUTION NO. 5

Chairman Lipinski introduced Resolution No. 5 updated to reflect the addition of today's date.

Mr. Mathias asked if the Mayor of the city of Chicago's position was known on this resolution.

Chairman Lipinski responded that the resolution should be passed so that anyone who has an opinion on the action will be able to express themselves as the proposal evolves through the General Assembly.

Chairman Lipinski called for a vote on Resolution No. 5, as updated:

AYE – Lipinski, Clark, Garrett, Karas, Natarus, Nowicki, Viverito

NAY – Kubik, Mathias, Robling, Smith

The motion on the updated version of Resolution No. 5 PASSED.

F. VOTE ON TASK FORCE RESOLUTION NO. 6

Chairman Lipinski introduced Resolution No. 6 updated to reflect the addition of today's date, adding the RTA as a participant, and noting the necessity for sufficient funding.

Mr. Natarus noted that this proposal was a step in the right direction on which all members of the Task Force could agree.

Mr. Kirk expressed appreciation to Representative Hamos and Senator Garrett for continuing to move this idea through the General Assembly.

Chairman Lipinski called for a vote on Resolution No. 6, as updated:

AYE – Lipinski, Clark, Garrett, Karas, Kubik, Mathias, Natarus, Nowicki,
Robling, Smith, Viverito
NAY – None

The motion on the updated version of Resolution No. 6 PASSED.

G. DEBATE AND DISCUSSION OF RESOLUTION NO. 7

Mr. Robling introduced Resolution No. 7 noting that it did not conflict with the previous resolutions passed. The record of the Task Force should include the many news articles. There is need for change and the issues outlined in Resolution No. 7 will continue after the General Assembly has completed its work. If the General Assembly does not act on the previous resolutions, Resolution No. 7 provides an alternative.

Chairman Lipinski expressed opposition to Resolution No. 7 since it undermines the other resolutions passed. It calls for more study but it is time to propose actions to the General Assembly.

Mr. Natarus felt that Resolution No. 7 is an attempt to reconsider the previous resolutions. If the General Assembly does not act on the previous resolutions, then it can consider Resolution No 7 at a later time.

Ms. Garrett commented that it is her intention to ensure that details are addressed as the proposals evolve through the General Assembly. The suburban areas will be heard; there will be balance in the final action.

Mr. Viverito concurred with Ms. Garrett.

Mr. Mathias commented that if the Task Force really wanted to address transportation issues, Resolution No. 7 was an excellent approach. The General Assembly cannot do justice to the issues without expert advice on how to solve the problems and not just change the power structure.

Mr. Nowicki stated that the previous resolutions preempt Resolution No. 7. However, the ideas contained in the resolution should be pursued by the service boards.

Mr. Smith commented that Resolution No. 7 addressed the real concerns and is a good detailed analysis of the issues. The previous resolutions destroy consensus that has evolved in the region and creates divisiveness.

Mr. Natarus commented that Resolution No. 7 is not timely. It would be more appropriate to consider it if the Task Force were continuing beyond today.

Chairman Lipinski commented that the Task Force is completing its efforts today and actions must be forwarded to the General Assembly.

Chairman Lipinski called for a vote on Resolution No. 7:

AYE – Kubik, Mathias, Robling, Smith

NAY – Lipinski, Clark, Garrett, Karas, Natarus, Nowicki, Viverito

The motion on Resolution No. 7 FAILED.

Chairman Lipinski thanked all the members of the Task Force for their time and effort in the process. Everyone overcame their individual biases both politically and geographically and provided sincere input.

Chairman Lipinski asked the non-voting members if they wished to make any final comments.

Mr. Kirk commented that the issues being discussed are not partisan but the results will have a major impact on the suburbs. He is concerned that the Mayor of the city of Chicago does not support the resolutions. The media has been critical of the results. Cooperation between the city and the suburbs must exist to be successful in TEA-3.

Mr. McCracken expressed support for Resolution No. 7 since it actually addresses the region's challenges. The other resolutions are about political power which causes the suburbs concern. The Task Force's votes are indicative of the lack of consensus.

Ms. Rupp-Srch commented that the non-voting members of the Task Force were not heard. The alternative to Resolution No. 2 should have been taken seriously. The votes were partisan. The mayors have listened to the needs and opinions of legislators and other interests in the past but that has not been reciprocated here.

Mr. Tryon commented that there are concerns about the issues facing transportation in the region but he did not hear that the governance should be changed. However, that is what was changed by the resolutions. An analysis should have been performed to determine the impact prior to passing the resolutions.

Mr. Cornue commented that history has shown that consensus is the way to develop a civilized society. The Task Force is a façade for a power and money grab.

Mr. Schielke commented that Resolution No. 7 brings clarity to the smoke and mirrors of the prior resolutions. This Task Force has damaged the cooperative effort established by Mayor Daley and the suburban mayors through the Metro Mayors Caucus. It is hoped that the General Assembly will develop these resolutions into good results. It is hoped that Pace's dial-a-ride clients will continue to receive service. The battle has now moved to Springfield.

Mr. Larson commented that his concern has been about local control of land use and transportation planning and the resolutions jeopardize that.

Chairman Lipinski commented that the discussion has attempted to be non-partisan. Both the Chicago Tribune and Crain's have expressed support for the Task Force efforts and results and the discussion will now move to Springfield.

H. PUBLIC COMMENT

There being no further comments, Chairman Lipinski adjourned the meeting at 10:30 AM.



Illinois Department of Transportation

Office of the Secretary

310 South Michigan Avenue / Room 1600/ Chicago, Illinois /60604

Telephone 312/793-2242

LIPINSKI RESOLUTION #1 – FAILED **REGIONAL TRANSPORTATION TASK FORCE** **RESOLUTION #1**

WHEREAS, the Illinois General Assembly amended the Department of Transportation Civil Administrative Code (PUBLIC ACT 93-0405) establishing the Regional Transportation Task Force.

WHEREAS, the Regional Transportation Task Force shall gather information and make recommendations to the Governor and General Assembly regarding Metro Area Transportation Programs in Northeastern Illinois.

WHEREAS, the Regional Transportation Task Force Committee has examined the feasibility of merging CATS, NIPC, RTA, and ISTHA into a single agency.

NOW, THEREFORE LET IT BE RESOLVED THAT, the Regional Transportation Task Force on February 6, 2004, has determined and recommended to the Governor and General Assembly that the Chicago Area Transportation Study, Northern Illinois Planning Commission, Regional Transportation Authority, and Illinois State Toll Highway Authority should be merged into a single agency.



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

LIPINSKI RESOLUTION #1

ONE REGIONAL AGENCY MERGE RTA, CTA, PACE, METRA, NIPC, CATS AND TOLLWAY

<i>PRESENT MEMBERS - VOTING AYE NAY</i>			
	TASK FORCE CHAIR CONG. WILLIAM O. LIPINSKI.	X	
	MR. FRANK CLARK		X
	STATE SENATE LOUIS VIVERITO		X
	STATE SENATOR SUSAN GARRET		X
	ALDERMAN BURTON NATARUS		X
	MAYOR MICHAEL SMITH		X
	MR. PAUL KARAS		X
	MR. CHRIS ROBLING		X
	STATE REPRESENTATIVE SIDNEY H. MATHIAS		X
	HONORABLE JACK KUBIK		X
	PAUL NOWICKI		X

TOTAL

1

10

FAILED



Illinois Department of Transportation

Office of the Secretary

310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604

Telephone 312/793-2242

LIPINSKI #2 - PASSED

NORTHEASTERN ILLINOIS REGIONAL TRANSPORTATION TASK FORCE RESOLUTION #2 – AMENDED AND RESTATED NORTHEASTERN ILLINOIS PLANNING COMMISSION AND CHICAGO AREA TRANSPORTATION STUDY MERGER

Whereas the Illinois General Assembly amended the Department of Transportation Civil Administrative Code (Public Act 93-0405) establishing the Northeastern Illinois Regional Transportation Task Force, and

Whereas the Northeastern Illinois Regional Transportation Task Force shall gather information and make recommendations to the Governor and the General Assembly regarding metropolitan transportation programs in northeastern Illinois, and

Whereas congestion in northeastern Illinois is among the nation's worst and a primary concern of its residents, and

Whereas well-functioning transportation systems are an integral component of the economic vitality of the region, and

Whereas transportation and land use planning must be coordinated in order to build livable communities in northeastern Illinois, and

Whereas this coordination is difficult under the current structure with separate agencies for transportation and land use planning, and

Whereas this separation leads to duplication of efforts and inefficiencies between the two agencies, and

Whereas the current system does not allow for a full accounting of all planning activities in the region, and

Whereas the region has not updated its comprehensive land use plan since 1977, and

Whereas the Regional Transportation Plan does not address the growing needs of the region's communities and public transportation users, and

Whereas limited funding cannot be maximized and new demands placed on the planning process cannot be met if separate agencies are competing for funding,

NOW THEREFORE BE IT RESOLVED THAT, the Northeastern Illinois Regional Transportation Task Force on April 14, 2004 recommend to the Governor and the General Assembly that a Regional Policy Board be created to better and more efficiently coordinate planning in northeastern Illinois by enacting the following recommendation.

Regional Policy Board Recommendation

Establish a Regional Policy Board that will give policy oversight and direction for the region regarding transportation and comprehensive planning issues. This board shall consist of the following:

- Three appointments by the Governor of the State of Illinois
- Six appointments by the Mayor of the City of Chicago
- One appointment each by the County Board Chairmen of Cook, DuPage, Kane, Lake, McHenry and Will Counties
- Six appointments by the Metropolitan Mayor's Caucus, three of which shall be from Cook County and three of which shall be from DuPage, Kane, Lake, McHenry or Will County
- The Chairman of the Citizen's Advisory Committee

The Regional Policy Board shall assume all staff functions currently performed by the Chicago Area Transportation Study and the Northeastern Illinois Planning Commission. The Board shall appoint an executive director to oversee its operations.

The Regional Policy Board shall have the authority, with a 2/3 majority, to remand and or approve transportation plans and programs to the Transportation Planning Committee with recommendations for change. The Regional Policy Board and the Transportation Planning Committee, within their by-laws, shall create a method for ensuring that federal transportation funds are not lapsed or delayed pending approval by either committee.

The Regional Policy Board shall, on a schedule complementary to the federally mandated timelines for regional transportation plan updates, prepare or update comprehensive growth and development plans for the region.

The Regional Policy Board shall develop a funding plan to ensure that funds from federal, state and local sources are available to meet the planning needs of the region. The Illinois Department of Transportation shall not reduce its funding commitment for planning to the region until this plan is approved.

Establish a Transportation Planning Committee to prepare and approve transportation plans and programs in accordance with federal regulations for metropolitan planning. The Transportation Planning Committee shall be designated as the region's Metropolitan Planning Organization and have all responsibilities as required by federal law. The Transportation Planning Committee shall consist of existing members of the Chicago Area Transportation Study Policy Committee. Opportunities for additional members shall be addressed in the by-laws of this committee.

The current Council of Mayors process for programming federal transportation funds and providing input into the transportation planning process shall remain intact.

Establish a Comprehensive Planning Committee to develop and recommend plans and programs for land use and development, environmental, water resources, greenways, housing and other comprehensive planning issues. The Comprehensive Planning Committee shall consist of the existing members of the Northeastern Illinois Planning Commission. Opportunities for changes in the membership of this committee shall be addressed in its by-laws.

Establish a Citizen's Advisory Committee to provide input into the regional planning process. The Citizen's Advisory Committee membership shall be appointed by local elected officials and shall consist of City of Chicago and suburban members as well as members of business and public interest groups. The actual membership of this committee shall be determined by the Regional Policy Board.

The Regional Planning Board and its committees shall utilize the current resources of its member agencies to plan for and implement the changes described herein. This shall include a comprehensive review of existing planning activities, development of a strategic plan for the organization and development of an organizational plan that will meet the region's planning needs. Implementation of this plan shall be on or before June 30, 2005.



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

LIPINSKI AMENDMENT RESOLUTION #2 CATS AND NIPC MERGER

<i>PRESENT MEMBERS - VOTING AYE NAY</i>			
	TASK FORCE CHAIR CONG. WILLIAM O. LIPINSKI.	X	
	MR. FRANK CLARK	X	
	STATE SENATE LOUIS VIVERITO	X	
	STATE SENATOR SUSAN GARRET	X	
	ALDERMAN BURTON NATARUS	X	
	MAYOR MICHAEL SMITH		X
	MR. PAUL KARAS	X	
	MR. CHRIS ROBLING		X
	STATE REPRESENTATIVE SIDNEY H. MATHIAS		X
	HONORABLE JACK KUBIK		X
	PAUL NOWICKI	X	

TOTAL

7

4

PASSED

RTA BOARD RE-CONFIGURATION

NEW REGIONAL TRANSPORTATION AUTHORITY BOARD

	<u>REPRESENTING</u>	<u>APPOINTED BY</u>
DIRECTOR/CHAIRMAN	STATE	GOVERNOR
DIRECTOR	CHICAGO	MAYOR OF CHICAGO
DIRECTOR	CHICAGO	MAYOR OF CHICAGO
DIRECTOR	CHICAGO	MAYOR OF CHICAGO
DIRECTOR	CHICAGO	MAYOR OF CHICAGO
DIRECTOR	CTA	EX OFFICIO
DIRECTOR	COOK COUNTY	COOK CO./BD. CHAIRMAN
DIRECTOR	COOK COUNTY	COOK CO./BD. CHAIRMAN
DIRECTOR	COOK COUNTY	SUBURBAN COOK CO. BD. MEMBERS
DIRECTOR	COOK COUNTY	SUBURBAN COOK CO. BD. MEMBERS
DIRECTOR	DUPAGE COUNTY	CHAIRMAN OF DUPAGE CO. BD.
DIRECTOR	WILL COUNTY	CHAIRMAN OF THE WILL CO. BD.
DIRECTOR	KANE COUNTY	CHAIRMAN OF THE KANE CO. BD.
DIRECTOR	MCHENRY COUNTY	CHAIRMAN OF THE MCHENRY CO. BD.
DIRECTOR	LAKE COUNTY	CHAIRMAN OF THE LAKE CO. BD.

NEW METRA BOARD

CHAIR – ELECTED FROM WITHIN THE BOARD STRUCTURE

	<u>REPRESENTING</u>	<u>APPOINTED BY</u>
Director	DuPage County	Chairman of the DuPage County Bd.
Director	Kane County	Chairman of the Kane County Bd.
Director	Will County	Chairman of the Will County Bd.
Director	McHenry	Chairman of the McHenry County Bd.
Director	Lake County	Chairman of the Lake County Bd.
Director	Cook County	Chairman of the Cook County Bd.
Director	Chicago	Mayor of Chicago
Director	Suburban Cook	Suburban Cook County Bd. Members
Director	Suburban Cook	Suburban Cook County Bd. Members
Director	Suburban Cook	Suburban Cook County Bd. Members
Director	Northwest Council of Mayors	Governor
Director	North Central Council of Mayors	Governor
Director	North Shore Council of Mayors	Governor
Director	Central Council of Mayors	Governor
Director	South West Council of Mayors	Governor
Director	South Council of Mayors	Governor



Illinois Department of Transportation

Office of the Secretary

310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604

Telephone 312/793-2242

LIPINSKI #3 - PASSED **NORTHEASTERN ILLINOIS REGIONAL** **TRANSPORTATION TASK FORCE** **RESOLUTION #3 AMENDED,** **CORRECTED AND RESTATED**

REGIONAL TRANSPORTATION AUTHORITY

WHEREAS, the Illinois General Assembly amended the Department of Transportation Civil Administrative Code (PUBLIC ACT 93-0405) establishing the Northeastern Illinois Regional Transportation Task Force.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force shall gather information and make recommendations to the Governor and General Assembly regarding Metro Area Transportation Programs in Northeastern Illinois.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force Committee has examined and identified areas at the Regional Transportation Authority that require restructuring for the purpose of promoting cost effectiveness, efficiency and equality in meeting area transportation needs.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force has identified areas where functions of the Regional Transportation Authority and Service Boards under its authority are duplicative and in need of more stringent guidance and direction.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force recognizes that the system has worked well in the past but, is in need of a reconstitution in order to address the ever increasing congestion and changing commuting patterns of Northeast Illinois.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force has not heard a compelling argument in testimony to change the present funding formulas it does recognize that after a transition period and the reconstitution of the Service Boards is established that a follow-up capital and operating needs report will be a necessity.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force recognizes that the fare box recovery ratio language in the act shall remain intact and that under no circumstances should the super majority aspects of any newly reconstituted Board be changed since it has been the glue that has held the region together.

NOW, THEREFORE, LET IT BE RESOLVED THAT, the Northeastern Illinois Regional Transportation Task Force on April 14, 2004 shall recommend to the Governor and General Assembly to combine the duties of the Regional Transportation Authority Chairman and Executive Director and reconstitute the board of the Regional Transportation Authority by enacting the following recommendation.

3615/1.03 Definitions (additional language)

Chairman/CEO shall refer to a person appointed by the Governor, and approved by the Senate, to serve as the day to day Executive for the "Authority". This person shall serve an initial term beginning July 1, 2004, or upon enactment of this change, until January 31, 2007, and for a four year term thereafter.

3615/2.04 Fares and Nature of Service (additional language)

The chairman shall require each of the Service Boards to conduct a biannual assessment of fares. This assessment shall include an analysis of fare box recovery ratios, maintenance of service, duplication of service, expansion of service and reduction in service. The analysis shall be used by the Board in approving budgets and Capital Programs brought by each of the Service Boards.

3615/2.05 Acquisition and construction (additional language)

The Chairman, upon approve of the Board~ serves as a centralized purchasing agent in order to reduce overall operating costs. The Chairman may undertake or request the Service Boards to undertake studies which may lead to standardization of equipment and procedures, in an effort to reduce costs and improve access to the Regional Transportation system by more riders. The Board shall not act as a capital contracting authority for any of the Service Boards.

3615/2.09 Research and Development

The Chairman shall approve all studies undertaken by the Service Boards for the purposes of eliminating duplication of effort or providing competing services by one of the Service Boards. If the Chairman withholds approval of a study he/she shall undertake a similar study by the Authority and report to the Service Boards the results of the study.

3615/2.14 Appointment of Officers and Employees (substitute paragraph)

the governor shall appoint the Chairman/Chief Executive Officer of the Authority upon the advice and consent of the Senate. The initial term of the Chairman/CEO shall end January 31, 2007 and shall be for a term of 4 years thereafter. The Chairman/CEO will have the authority to appoint, retain, terminate and employ officer's attorneys, agents, engineers and employees upon concurrence of the Board. Within 6 months of the beginning of the term the Chairman/CEO shall present an Organization chart to the Board for concurrence, thereafter the Chairman, CEO shall allocate staff functions.

The Chairman/CEO shall have the ability to line item veto any duplicative services offered by the Service Boards. This review shall take place on an annual basis at the submission of the Service Boards Operating Budgets. The chairman/CEO shall also have the authority to approve all planning and operating studies undertaken by the Service Boards for the purposes of eliminating duplicative studies or competing services. If the Chairman/CEO withholds approval the Authority shall conduct the study and report the results to the Service Boards. The Chairman/CEO shall also require a bi-annual fare assessment study be conducted by the Service Boards. This study shall include maintaining existing service levels) expansion of service) reduction of service and maintenance of equipment and capital activities. These studies shall be completed with the submission of the Service Boards individual annual Operating Budgets. The Chairman/CEO shall enforce all ordinances, resolutions, rules and regulations of the Authority as approved by the Board. It shall take a simple majority of 8 Directors votes to approve any actions of the Chairman and 9 votes to veto. If in the event the Chairman diverts any finances or funds from one Service Board to another it will take the concurrence of 10 Directors to approve any such action.

Article m. ORGANIZATION

3615.01 Board of Directors

Sec. 3.01 board of Directors. After January 1, 2005, the corporate authorities and Governing Body of the Authority shall be a Board consisting of 15 Directors appointed as follows:

(a) No change

(b) Two Directors appointed by the Chairman of the Cook County Board, upon the advice and consent of the Cook county Board, these two commissioners shall reside within the corporate limits of the City of Chicago. Two Directors appointed by the Suburban Members for the Cook County Board as chosen by Districts, residing in that part of Cook County outside the City of Chicago.

(c) One Director from each of the following counties; (DuPage) Kane) Lake) McHenry) and Will Counties. The appointments shall be made by the Chairman of the respective County Boards) with the advice and consent of

the respective County Boards. Each member shall reside in the County they represent.

(d) Eliminate

(e) Before January 1, 2005 the chairman/CEO shall be appointed by the Governor upon the advice and consent of the Senate. The initial term of the Chairman/CEO shall expire on January 31, 2007, and each successive term shall be for a period of four years. The Chairman shall be a resident of the metropolitan region.

(f) No change

(g) No change

(h) No change

(i) The Board shall appoint the position of an Inspector General that reports to the chairman/CEO and the Board of Directors. The Inspector General shall coordinate activities with the position of Inspector General for the State of Illinois as well as the Inspectors General of the respective Service Boards.

3615.3.03 Terms and Vacancies

Revised to be consistent with above

3615/3.04 Compensation

The compensation for the RTA Chairman/CEO shall be at the level of the current Executive Director.

All Officers, and Board members shall comply with the current Executive Orders of the Governor as they relate to Ethics.



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

LIPINSKI RESOLUTION #3 RTA RECONSTITUTION CEO/CHAIRMAN

PRESENT MEMBERS - VOTING AYE NAY			
	TASK FORCE CHAIR CONG. WILLIAM O. LIPINSKI.	X	
	MR. FRANK CLARK	X	
	STATE SENATE LOUIS VIVERITO	X	
	STATE SENATOR SUSAN GARRET	X	
	ALDERMAN BURTON NATARUS	X	
	MAYOR MICHAEL SMITH		X
	MR. PAUL KARAS	X	
	MR. CHRIS ROBLING		X
	STATE REPRESENTATIVE SIDNEY H. MATHIAS		X
	HONORABLE JACK KUBIK		X
	PAUL NOWICKI	X	

TOTAL

7

4

PASSED



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

LIPINSKI RESOLUTION #4 - PASSED **NORTHEASTERN ILLINOIS REGIONAL TRANSPORTATION** **TASK FORCE** **RESOLUTION #4 AMENDED AND RESTATED**

METRA PACE MERGER AND THE RECONSTITUTION OF THE METRA BOARD

WHEREAS, the Illinois General Assembly amended the Department of Transportation Civil Administrative Code (PUBLIC ACT 93-0405) establishing the Northeastern Illinois Regional Transportation Task Force.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force shall gather information and make recommendations to the Governor and General Assembly regarding Metro Area Transportation Programs in Northeastern Illinois.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force Committee has examined the feasibility of merging the commuter rail line and Suburban Bus Division under the authority of Metra.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force recognizes that the Metra commuter rail line delivers an excellent service to transit riders and that Pace the Suburban Bus provider also delivers transit service to the Suburban Cook and the collar counties.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force has identified that the present system does not provide an adequate level of transit service to the 3 million Cook County and 3 million collar county residents.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force believes that by merging the commuter rail line and Suburban Bus Division and by reconstituting the Metra board with director positions from the former Pace board, an integrated coordinated transit system of commuter rail and suburban bus will deliver a higher level of service to the Cook County Suburbs and collar counties of DuPage, Kane, Will, Lake, and McHenry in Northeastern Illinois.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force has heard testimony that the level of transit service for suburb to suburb commuters is inadequate.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force believes that by eliminating the Pace board and reconstituting the present Metra board that full representation by all the counties of the Northeastern Illinois Region on the Metra board will enhance the opportunities for a new suburban transit system to succeed.

NOW, THEREFORE, LET IT BE RESOLVED THAT, the Northeastern Illinois Regional Transportation Task Force on April 14, 2004 has determined and recommends to the Governor and General Assembly that the transit service, functions, and operations of the Suburban Bus Division of Pace be placed under the Authority of the Commuter Rail line Metra. It has been determined that by eliminating the present Pace Board and reconstituting the Metra board with director positions from the former Pace board Northeastern Illinois will be better served by enacting the following:

ARTICLE III-B
COMMUTER RAIL DIVISION
AND SUBURBAN BUS DIVISION

3615/b.01. Commuter Rail and Suburban Bus Division

Sec.3b.01. Commuter Rail and Suburban Bus Division. There is established within the Authority the Commuter Rail and Suburban Bus Division as the operating division responsible for providing public transportation by commuter rail and bus. Purchase of service agreements between a transportation agency and the Authority in effect on the effective date of this amendatory Act shall remain in full force and effect in accordance with the terms of such agreement. Such agreements shall first be the responsibility of the Transition Board and, on the date of its creation, shall become the responsibility of the Commuter Rail and Suburban Bus Division and its Board.

(Source: p.A. 83-885; 83-886.)

3615/3b.02. Commuter Rail and Suburban Bus Board

Sec. 3b.02. Commuter Rail and Suburban Bus Board. The governing body of the Commuter Rail and Suburban Bus Division shall be a board consisting of 16 directors appointed pursuant to Sections 3B.03 and 3B.04, as follows:

(a) One director shall be appointed by the Chairman of the Board of DuPage County with the advice and consent of the County Board of DuPage County and shall reside in DuPage County;

(b) One director shall be appointed by the Chairman of the Board of Cook County with the advice and consent of the County Board of Cook County and shall reside in Cook County;

(c) One director shall be appointed by the Chairman of the Board of Kane County with the advice and consent of the County Board of Kane County and shall reside in Kane County;

(d) One director shall be appointed by the Chairman of the Board of Will County with the advice and consent of the County Board of Will County and shall reside in Will County;

(e) One director shall be appointed by the Chairman of the Board of McHenry County with the advice and consent of the County Board of McHenry County and shall reside in McHenry County;

(f) One director shall be appointed by the Chairman of the Board of Lake County with the advice and consent of the County Board of Lake County and shall reside in Lake County.

(g) Three directors appointed by the members of the Cook County Board elected from that part of Cook County outside of Chicago, or, in the event such Board of Commissioners becomes elected from single member districts, by those Commissioners elected from districts, a majority of the residents of which reside outside Chicago. In either case, such appointment shall be with the concurrence of four such Commissioners. Each such director shall reside in that part of Cook County outside Chicago.

(h) One director appointed by the Mayor of the City of Chicago, with the advice and consent of the City Council of the City of Chicago. Such director shall reside in the City of Chicago.

(i) One of the Directors shall be the chief executive officer of a municipality within the area of the Northwest Region defined in the region and shall be appointed by the Governor.

(j) One of the Directors shall be the chief executive officer of a municipality within the area of the North Central Region defined in the region and shall be appointed by the Governor.

(k) One of the Directors shall be the chief executive officer of a municipality within the area of the North Shore Region defined in the region and shall be appointed by the Governor.

(l) One of the Directors shall be the chief executive officer of a municipality within the area of the Central Region defined in the region and shall be appointed by the Governor.

(m) One of the Directors shall be the chief executive officer of a municipality within the area of the Southwest Region defined in the region and shall be appointed by the Governor.

(n) One of the Directors shall be the chief executive officer of a municipality within the area of the South Region defined in the region and shall be appointed by the Governor.

The chairman shall be elected by the directors of the board, with the concurrence of 9 of the directors.

No director, while serving as such, shall be an officer, a member of the board of directors or trustee or an employee of any transportation agency, or be an employee of the State of Illinois or any department or agency. (thereof, or of any unit of local government or receive any compensation from any elected or appointed office under the Constitution and laws of Illinois.) **DELETE**

Each appointment made under paragraphs (a) through (n) and under Section 3B.03 shall be certified by the appointing authority to the Commuter Rail and Suburban Bus Division Board which shall maintain the certifications as part of the official records of the Commuter Rail and Suburban Bus Division Board; provided that the initial appointments shall be certified to the Secretary of State, who shall transmit the certifications to the Commuter Rail and Suburban Bus Division Board following its organization.

Six directors will be appointed, one from each of the six mayoral council regions of which three shall be from the opposite political party of the Governor. The six Council of Mayoral Regions will provide the names of four Mayors from their respective councils for selection of one mayor from each council by the Governor upon the advice and consent of the senate. The Mayors will serve at the pleasure of the Governor until the 2010 census, at which time, the Governor's selection process will lapse and the past practice of the appointment of the six mayor's council by the Suburban Cook County Board members to the Metra Board will resume as follows:

Six Directors appointed by the members of the Cook County Board elected from that part of Cook County outside of Chicago, or in the event such board of commissioners becomes elected from single member districts, by those Commissioners elected from districts, a majority of the residents of which reside outside of Chicago from the chief executive officers of the municipalities, of that portion of Cook County outside of Chicago.



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

LIPINSKI RESOLUTION #4 PACE, METRA, MERGER NEW METRA BOARD

<i>PRESENT</i>	<i>MEMBERS - VOTING</i>	<i>AYE</i>	<i>NAY</i>
	TASK FORCE CHAIR CONG. WILLIAM O. LIPINSKI.	X	
	MR. FRANK CLARK	X	
	STATE SENATE LOUIS VIVERITO	X	
	STATE SENATOR SUSAN GARRET	X	
	ALDERMAN BURTON NATARUS		X
	MAYOR MICHAEL SMITH		X
	MR. PAUL KARAS	X	
	MR. CHRIS ROBLING		X
	STATE REPRESENTATIVE SIDNEY H. MATHIAS		X
	HONORABLE JACK KUBIK		X
	PAUL NOWICKI	X	

TOTAL

6

5

PASSED



Illinois Department of Transportation

Office of the Secretary

310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604

Telephone 312/793-2242

LIPINSKI #5 - PASSED **NORTHEASTERN ILLINOIS** **REGIONAL TRANSPORTATION TASK FORCE** **RESOLUTION #5**

CHICAGO TRANSIT AUTHORITY

WHEREAS, the Illinois General Assembly amended the Department of Transportation Civil Administrative Code (Public Act 93-0405) establishing the Northeastern Illinois Regional Transportation Task Force.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force shall gather information and make recommendations to the Governor and General Assembly regarding Metro Area Transportation Programs in Northeastern Illinois.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force has identified areas where regional and economic policy implementation are key components to providing equality in meeting the Chicago Metropolitan Areas transit needs.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force recognizes that the Chicago Transit Authority provides transit service to 35 suburban communities in Cook County.

WHEREAS, the Mayor of the City of Chicago presently appoints four directors to the Chicago Transit Authority with the consent of the Chicago City Council and Governor of the State of Illinois.

WHEREAS, the Governor of the State of Illinois presently appoints three directors to the Chicago Transit Authority with consent of the Senate and Mayor of the City of Chicago.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force recognizes that the City of Chicago and surrounding Cook County suburbs rely upon each other for economic growth and prosperity.



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

WHEREAS, the Northeastern Illinois Regional Transportation Task Force recommends to the Governor and General Assembly that the Mayor of the City of Chicago appoints from the present number of four directors to seven directors from within the City of Chicago boundaries to the Chicago Transit Authority Board. The seven directors shall be approved by the Chicago City Council and the Governor of the State of Illinois.

WHEREAS, the Northeastern Illinois Regional Transportation Task Force recommends to the Governor and Northeastern Illinois Regional Task Force that the Governor from the State of Illinois appoint from the present number of three directors to six directors to the Chicago Transit Authority. The six directors selected shall be approved by the Senate and the Mayor of the City of Chicago.

WHEREAS, the selection process of the six directors to the Chicago Transit Authority by the Governor of the State of Illinois will be done as follows: The Mayors of the 6 Councils of Mayors will submit the names of 2 Mayors from each council service area. To the Governor who shall select one from each council service area as designated below. One Mayor from the Service Area in the North Shore Council of Mayors Council which includes the communities of Glenview, Wilmette, Golf, Evanston, Morton Grove, Skokie, and Lincolnwood. One Mayor from the service area in the North Central Council of Mayors which includes the communities of Rosemont, Norridge, Harwood Heights, Elmwood Park, Bellwood, River Forest, Oak Park, Maywood, Forest Park, Westchester, and Broadview. One Mayor from the Central Council of Mayors which includes the communities of Cicero, North Riverside, Berwyn, Hodgkins, Summit, and Forest View. One Mayor from the Southwest Council of Mayors which include the communities of Bedford Park, Justice, Burbank, Hometown, Evergreen Park, Blue Island, McCook, and Alsip. One Mayor from the combined Councils of the Northwest and South Council of Mayors, which includes the communities of Nilas, Park Ridge and Calumet Park. One Director shall be selected from Suburban Cook County. Three of the Governors Council of Mayors selections must be from the opposite political party.

NOW, THEREFORE, LET IT BE RESOLVED THAT, the Northeastern Illinois Regional Transportation Task Force recommends on April 14, 2004 to the Governor and General Assembly that tile new Chicago Transit Authority Board be re-constituted into the structure outlined in this aforementioned resolution.



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

LIPINSKI RESOLUTION #5
CTA BOARD - YES 7
RECONFIGURATION - NO 4

<i>PRESENT</i>	<i>MEMBERS - VOTING</i>	<i>AYE</i>	<i>NAY</i>
	TASK FORCE CHAIR CONG. WILLIAM O. LIPINSKI.	X	
	MR. FRANK CLARK	X	
	STATE SENATE LOUIS VIVERITO	X	
	STATE SENATOR SUSAN GARRET	X	
	ALDERMAN BURTON NATARUS	X	
	MAYOR MICHAEL SMITH		X
	MR. PAUL KARAS	X	
	MR. CHRIS ROBLING		X
	STATE REPRESENTATIVE SIDNEY H. MATHIAS		X
	HONORABLE JACK KUBIK		X
	PAUL NOWICKI	X	

TOTAL

7

4

PASSED



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

LIPINSKI RESOLUTION #6 – PASSED

REGIONAL TRANSPORTATION TASK FORCE **RESOLUTION #6 – AMENDED AND RESTATED** **UNIVERSAL FARE CARD**

WHEREAS, the Illinois General Assembly amended the Department of Transportation Civil Administrative Code (PUBLIC ACT 93-0405) establishing the Regional Transportation Task Force.

WHEREAS, the Regional Transportation Task Force shall gather information and make recommendations to the Governor and General Assembly regarding Metro Area Transportation Programs in Northeastern Illinois.

WHEREAS, the Regional Transportation Task Force Committee has examined the issue of the Universal Fare Card and supports its eventual implementation since it provides transit users the opportunity for easier mobility access between transit systems.

NOW, THEREFORE LET IT BE RESOLVED THAT, the Regional Transportation Task Force on April 14, 2004, has determined and shall recommend to the Governor and General Assembly that a Universal Fare Card system be adopted by the Regional Transportation Authority, Chicago Transit Authority, Metra, and Pace, subject to sufficient funds being provided for such a system, in order to provide a seamless fare card system to transit customers in Northeastern Illinois.



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

LIPINSKI RESOLUTION #6 UNIVERSAL FARE CARD SYSTEM

<i>PRESENT</i>	<i>MEMBERS - VOTING</i>	<i>AYE</i>	<i>NAY</i>
	TASK FORCE CHAIR		
	CONG. WILLIAM O. LIPINSKI.	X	
	MR. FRANK CLARK	X	
	STATE SENATE		
	LOUIS VIVERITO	X	
	STATE SENATOR		
	SUSAN GARRET	X	
	ALDERMAN		
	BURTON NATARUS	X	
	MAYOR		
	MICHAEL SMITH	X	
	MR. PAUL KARAS	X	
	MR. CHRIS ROBLING	X	
	STATE REPRESENTATIVE	X	
	SIDNEY H. MATHIAS		
	HONORABLE		
	JACK KUBIK	X	
	PAUL NOWICKI	X	

TOTAL

11

0

PASSED



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

MAYOR RUPP-SRCH#2 - FAILED
NORTHEASTERN ILLINOIS REGIONAL TRANSPORTATION
TASK FORCE RESOLUTION #2 - AMENDED
ALSO AMENDED TO ADD CHICAGO AND THE COUNTIES

WHEREAS the Illinois General Assembly amended the Department of Transportation Civil Administrative Code (Public Act 93-0405) establishing the Northeastern Illinois Regional Transportation Task Force, and

WHEREAS the Northeastern Illinois Regional Transportation Task Force shall gather information and make recommendations to the Governor and the General Assembly regarding metropolitan transportation programs in northeastern Illinois, and

WHEREAS congestion in northeastern Illinois is among the nation's worst and a primary concern of its residents, and

WHEREAS well-functioning transportation systems are an integral component of the economic vitality of the region, and

WHEREAS transportation and land use planning must be coordinated in order to build livable communities in northeastern Illinois, and

WHEREAS the governing and policy structure of the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC) is a nationally recognized model format for making regional transportation and planning decisions under a process that embraces inclusion and participation, and

WHEREAS the current coordination strategies of CATS and NIPC have been criticized for the appearance of duplication of efforts and inefficiencies between the two agencies, and

WHEREAS all parties involved in this Task Force recognize that CATS and NIPC, like all organizations public or private, have opportunities for improvements that can be identified and addressed without wholesale structural change, and

WHEREAS the region has the talent and expertise to conduct a thorough management audit of the two organizations and develop recommendations for organizational and management improvements that will address the criticisms and concerns raised during the deliberations of this Task Force, and

WHEREAS these improvements can be accomplished without structural change.

NOW THEREFORE BE IT RESOLVED THAT, the Northeastern Illinois Regional Transportation Task Force on April 14, 2004, recommend to the Governor and the General Assembly that a CATS/NIPC MANAGEMENT STUDY TEAM be created to study and make recommendations for management and organizational improvements as described in the following recommendation.

CATS/NIPC MANAGEMENT STUDY TEAM

Establish a CATS/NIPC MANAGEMENT STUDY TEAM that will review the current organization and management of the two agencies and identify specific recommendations to be implemented by the two agencies to improve the coordination of planning efforts, to eliminate duplication of efforts and programs, and to create benefits of economies of scale and reduced operating costs through shared resources.

The CATS/NIPC MANAGEMENT STUDY TEAM will be comprised of:

- . Three City Managers/Administrators appointed by the Metro Managers Association.
- . Three governmental auditors appointed by the Illinois CPA Society.
- . Two organization development specialists, one from the Exelon Corporation and one from the Burlington Northern Santa Fe Railroad.
- . One representative of CATS.
- . One representative of NIPC.
- . One representative of the Council of Mayors
- . One representative of IDOT.
- . One representative from each of the interest groups that participated in the efforts of the Northeastern Illinois Regional Transportation Task Force deliberations (MPC, CNT, Metropolis 2020).

The CATS/NIPC MANAGEMENT STUDY TEAM will have nine months to conduct a complete review of the organization and management of CATS and NIPC and prepare recommendations in the following areas:

- . Staffing levels and compensation.
- . Organization of staff (including the status of CATS employees).
- . Co-location of offices.
- . Sharing of resources.
- . Management structure.
- . Elimination of duplication of programs, activities and projects.
- . Addition of programs, activities and projects.
- . Operational policies.

Recommendations of the CATS/NIPC MANAGEMENT STUDY TEAM shall be implemented by CATS and NIPC within twelve months of the presentation of final recommendations. If the agencies disagree with the recommendations, or they are unable to accomplish the recommendations, CATS and NIPC shall provide a written report to the Governor and the Illinois General Assembly for their review.

In addition, the CATS/NIPC MANAGEMENT STUDY TEAM may make recommendations on necessary organization and management changes that can be implemented only with outside action (e.g., legislative action).

- . Stable, dedicated funding for CATS and NIPC programs.
- . Duties and functions that should be added or deleted from each agency's statutory responsibilities.
- . Additional authority necessary to accomplish each agency's responsibilities.



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

MAYOR RUPP-SRCH AMENDED RESOLUTION #2 NIPC AND CATS MERGER

PRESENT	MEMBERS - VOTING	AYE	NAY
	TASK FORCE CHAIR CONG. WILLIAM O. LIPINSKI.		X
	MR. FRANK CLARK		X
	STATE SENATE LOUIS VIVERITO		X
	STATE SENATOR SUSAN GARRET		X
	ALDERMAN BURTON NATARUS		X
	MAYOR MICHAEL SMITH	X	
	MR. PAUL KARAS		X
	MR. CHRIS ROBLING	X	
	STATE REPRESENTATIVE SIDNEY H. MATHIAS	X	
	HONORABLE JACK KUBIK	X	
	PAUL NOWICKI		X

TOTAL

4

7

FAILED



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

CHRIS ROBLING RESOLUTION #7 - FAILED **Northeastern Illinois Regional Transportation Task** **Force RESOLUTION # 7**

WHEREAS, the Illinois General Assembly and Governor of the State of Illinois amended the Department of Transportation Law of the Civil Administrative Code of Illinois (public Act 93-0405) establishing the Regional Transportation Task Force for Northeastern Illinois; and

WHEREAS; the Regional Transportation Task Force is charged with gathering information and making recommendations to the Governor and to the General Assembly regarding metropolitan area transportation programs in Northeastern Illinois, which includes the counties of Cook, DuPage, Kane, Lake, McHenry, and Will, which recommendations must include:

- (1) examining the feasibility of merging CATS, NIPC, RTA, and ISTHA into a single agency;
- (2) identifying areas where functions of these and other agencies are redundant or unnecessary;
- (3) identifying methods to promote cost effectiveness, efficiency, and equality in meeting area transportation needs; and
- (4) examining regional and economic impact as it relates to potential policy implementation; and

WHEREAS, Regional Transportation Task Force is required to submit a report to the Governor and the General Assembly by April 15, 2004 concerning its findings and recommendations; and

WHEREAS, in the course of its deliberations, the Regional Transportation Task Force has received oral and written testimony from numerous individuals and organizations regarding the surface transportation system in Northeastern Illinois; and

WHEREAS, the Regional Transportation Task Force recognizes that well-functioning transportation systems are an integral component of the economic vitality of the region; and

WHEREAS, the Regional Transportation Task Force recognizes that transportation and land use planning must be coordinated in order to build livable communities, promote economic development, reduce congestion, reduce deleterious environmental impacts and improve convenience of travel in Northeastern Illinois; and

WHEREAS, the Regional Transportation Task Force recognizes that the Counties of Cook, DuPage, Kane, Lake, McHenry and Will and the City of Chicago and the other municipalities in Northeastern Illinois rely upon each other for economic growth and prosperity and therefore must cooperate and develop regional consensus on transportation operations and funding in the region; and

WHEREAS, the Regional Transportation Task Force recognizes that the current organizational structure for public transportation in Northeastern Illinois has proved to be highly successful since the reorganization of the Regional Transportation Authority (RTA) in 1983, thus resulting in financial stability for operations and balanced budgets; regional cooperation; local input into planning and capital projects; ongoing capital development and obtaining state and federal funds for such development; a record of no service interruptions since 1983; and the maintenance by the RTA of the highest bond rating of any transit agency in North America; and

WHEREAS, the Regional Transportation Task Force recognizes that the region has at least \$2 billion in unmet capital needs for maintenance and continuation of projects that are already underway, and that this \$2 billion does not include additional capital needs for proposed critical improvements to the transportation infrastructure; and

WHEREAS, no ongoing, adequate source of State funding has been identified to address the region's surface transportation capital needs after the expiration of the Illinois FIRST program, which lack of funding will diminish the capacity of the region to perform necessary maintenance and infrastructure improvement and jeopardize the ability of the region to capture all available federal funding for surface transportation; and

WHEREAS, the Regional Transportation Task Force has not heard compelling arguments for altering the existing governance and organizational structure of the surface transportation system in Northeastern Illinois; and .

WHEREAS, changes to the existing governance and organizational structure of the surface transportation system in Northeastern Illinois will not address the need to maximize resources and improve service, which are the fundamental challenges facing the region; and

WHEREAS, the Regional Transportation Task Force recognizes that improvements continue to be needed in the transportation system in Northeastern Illinois to address congestion, environmental impacts, and shifting patterns in population as well as residential and business development.

NOW, THEREFORE, BE IT RESOLVED THAT the Regional Transportation Task Force recommends to the Governor and the Illinois General Assembly the following:

- (1) That the Governor and the Illinois General Assembly establish an ongoing, adequate source of funding for the capital needs of the public transportation system in Northeastern Illinois. Sufficient funding should be made available for maintenance and improvement of the existing system and development of new rail and bus capacity. In particular, sufficient funding should be provided to fully leverage all available federal funds.

- (2) That the fundamental aspects of the existing governance and organizational structure of the surface transportation system in Northeastern Illinois be maintained, including:
- a. the requirement that 50% of operating expenses be recovered by fares and other system-generated revenues;
 - b. the present formulas for allocation of funds;
 - c. the structure and appointment methodologies of the governing boards of the Regional Transportation Authority (RTA), Chicago Transit Authority (CTA), the Commuter Rail Division of the RTA (Metra), and the Suburban Bus Division of the RTA (Pace);
 - d. the super-majority voting requirements for the RT A Board, which require the development of geographic balance and bipartisan, regional consensus;
 - e. municipal and local involvement in land use. and zoning; and
- (3) That a Transportation Coordination and Improvement Commission be established, consisting of the Chicago Area Transportation Study (CATS), Northeastern Illinois Planning Commission (NIPC), Regional Transportation Authority (RTA), Chicago Transit Authority (CTA), Commuter Rail Division of the RTA (Metra), Suburban Bus Division of the RTA (Pace), Illinois Department of Transportation, District 1 (IDOT-District 1), and Illinois State Toll Highway Authority (ISTHA).
- (4) That the Transportation Coordination and Improvement Commission, within nine months of the date of its creation, prepare a comprehensive Strategic Action Plan for improving the functionality and efficiency of the surface transportation system in Northeastern Illinois.
- (5) That the Strategic Action Plan developed by the Transportation Coordination and Improvement Commission include specific actions that its member organizations will take, both individually and collectively, to accomplish the following critical objectives which have been identified by the Regional Transportation Task Force:
- a. Identifying ongoing and new capital needs and maximizing funding for those needs;
 - b. Making regional transportation planning and coordination more effective while maintaining local input and taking rider feedback into fuller account;
 - c. Reconfiguring of bus and rail services to improve such non-traditional transit uses as suburb-to-suburb and reverse commuting; .
 - d. Improving bus connections for commuter rail in order to make a wider range of trips possible by transit;
 - e. Reducing service duplication between transit operators to maximize use of existing resources;

- f. Coordinating routes and schedule's among transit operators to better serve riders;
- g. Restructuring of suburban bus service to improve operating efficiency and service delivery for riders;
- h. Improving administrative efficiency;
- i. Improving fare coordination and customer convenience through the development and implementation of a Universal Fare Card that allows CT A, Metra, and Pace riders to seamlessly transfer between public transportation services, and identification of a new funding source for such development and implementation;
- J. Expanding public transit capacity for bus and rail to meet the changing travel Patterns of our growing region, including the possible use of existing freight rail Lines for public transit; and
- K. Identifying other improvements that can be made to the surface transportation system in Northeastern Illinois.

(6) That the Transportation Coordination and Improvement Commission provide copies of the Strategic Action Plan to the Governor and the Illinois General Assembly, and also provide semi-annual reports to the Governor and the Illinois General Assembly on implementation' of the Strategic Action Plan for at least two years after the Strategic Action Plan is finalized.



Illinois Department of Transportation

Office of the Secretary
310 South Michigan Avenue / Room 1600 / Chicago, Illinois / 60604
Telephone 312/793-2242

CHRIS ROBLING RESOLUTION #7 TRANSPORTATION COMMISSION

PRESENT	MEMBERS - VOTING	AYE	NAY
	TASK FORCE CHAIR CONG. WILLIAM O. LIPINSKI.		X
	MR. FRANK CLARK		X
	STATE SENATE LOUIS VIVERITO		X
	STATE SENATOR SUSAN GARRET		X
	ALDERMAN BURTON NATARUS		X
	MAYOR MICHAEL SMITH	X	
	MR. PAUL KARAS		X
	MR. CHRIS ROBLING	X	
	STATE REPRESENTATIVE SIDNEY H. MATHIAS	X	
	HONORABLE JACK KUBIK	X	
	PAUL NOWICKI		X

TOTAL

4

7

FAILED

NORTHEASTERN ILLINOIS REGIONAL TRANSPORTATION TASK FORCE

MINORITY REPORT

April 15, 2004

To the Honorable Rod R. Blagojevich, Governor, and the Honorable Members of the Illinois General Assembly:

I. Introduction.

The Illinois General Assembly established the Regional Transportation Task Force for Northeastern Illinois to gather information and make recommendations to the Governor and to the General Assembly regarding surface transportation programs. The work of the Task Force is now complete. Five resolutions were adopted by the Task Force which embody a set of recommendations for your review and consideration. This report summarizes the position of the minority members of the Task Force. None of the voting or non-voting members who are submitting this Report supported the primary resolutions that were adopted by the Task Force.

II. The Work of the Task Force.

A. Introduction.

In the course of its work, the Task Force recognized the significant success that has resulted from the organizational and governance structure that has been in place for the Northeastern Illinois public transit system since 1983. It also recognized the need for ongoing improvements in efficiency and service delivery. Unfortunately, the resolutions adopted by majority vote of the Task Force members fail to address the real issues confronting the transportation system. Instead, they seem designed to fundamentally shift power and control in a way that could jeopardize regional consensus and therefore the future economic progress of the region. The Task Force's adopted resolutions will greatly disappoint those taxpayers and commuters who were hoping for recommendations that address real issues such as reverse and suburb-to-suburb commutes, schedule coordination and expanding the transit system's capacity to meet the needs of a growing region.

A minority of the Task Force membership, while agreeing that ongoing improvements are necessary to ensure the continued success of our region's transportation programs, believe that the resolutions adopted by the Task Force are not designed to address the stability and future success of our transportation system. This minority finds that the resolutions, as adopted, fail to offer specific improvements or detailed plans to address funding, planning, and operations issues. The adopted resolutions will undermine the ability of our transportation system to build consensus and balance regional needs and will polarize decision-making along partisan lines.

The governance changes proposed by the Task Force majority would disenfranchise suburban voters because they are contrary to the principle of one-person, one-vote, and they directly ignore trends in the region's population growth and sales tax collections. For example, the taxpayers of suburban Cook County provide 55% of the sales taxes collected to support transit in the region, but the proposal to restructure the Regional Transportation Authority (RTA) Board, adopted by the Task Force majority, would give suburban Cook County residents only 14% of the seats on the RTA Board.

In addition, the structural changes proposed in the Task Force's resolutions would ultimately distance local communities from the transportation planning and funding process, alienate needed constituencies for important transportation programs, and potentially put the region at risk of falling out of compliance with federal planning regulations, thereby delaying the flow of federal monies for both highway and transit projects.

Because there are no structural, governmental or even logical reasons for this consolidation of power, the only rational conclusion is that control over the allocation of transit funds, as well as the contracts, hiring and purchasing of the Chicago-area mass transit agencies, is the underlying purpose of the "reforms." But a massive overhaul of agencies that have operated successfully for years cannot be justified on this basis. Any reforms should put service to our customers, constituents, taxpayers and riders first. Not patronage, not bureaucracy, not political control of contracting, but service to our region must come first.

B. The Task Force favored winner-take-all over regional consensus building.

A well-functioning transportation system is an integral component of the economic vitality of the region. Transportation and land use planning must be coordinated in order to build livable communities, promote economic development, reduce congestion, reduce deleterious environmental impacts and improve convenience of travel in Northeastern Illinois. Cook County, the collar counties, the City of Chicago and the other municipalities in Northeastern Illinois rely upon each other for economic growth and prosperity and therefore must cooperate and develop regional consensus on transportation operations and funding in the region.

Transportation is a uniquely regional issue that requires bipartisan cooperation and regional consensus in order to facilitate efficient and convenient operations for the benefit of riders and taxpayers. The resolutions adopted by the majority members of the Task Force (which are discussed in detail below) are contrary to this spirit of consensus. They shift control to the City of Chicago in direct contrast to the trends in population and sales tax collections. They imbue a "transportation czar" – the proposed Chairman/CEO of the RTA appointed by the Governor – with unprecedented power, and allow the czar's actions to be approved by a simple majority of the RTA Board. They integrate politics into the planning process by making the RTA Chairman a political appointee (currently the Chairman is selected by the members of the RTA Board). Therefore, every four years, upon the election of the governor, a new chairman representing distinct political interests could be appointed, which could lead to a reallocation of resources within the region. This could jeopardize ongoing projects, as well as proposals for new programs, and could throw the planning process into chaos.

Designing a voting system for transportation agency boards that reflects population, gives voice to disparate communities, allows for smooth functioning of agencies on a day-to-day basis and still builds regional consensus for major undertakings is no mean feat. The General Assembly's success in 1983 in doing so was based on three years of work and countless consultations among the region's officials. Unfortunately, the Task Force was singularly uninterested in even attempting to construct such voting systems. In each of the major resolutions adopted (numbers two and three), the Task Force recommends adoption of voting systems that basically give power and decision-making authority to Chicago-based Democrats alone.

The problems such a step creates are obvious. Principally, it fails the key regional test of marshalling support from across the region for projects that will be located in only certain parts of the region. It alienates the taxpayers who fund much of the system from any significant role in how their tax dollars are spent. It creates conflicts for local officials, who want to serve their communities and represent the interests of their voters, residents and taxpayers.

C. The resolutions adopted by the Task Force majority are contrary to the principle of one-person, one-vote.

During the past 20 years, population has grown dramatically in suburban Chicagoland. The collection of sales tax dollars has also grown dramatically in the suburbs, while the population and sales tax collections in the City of Chicago have remained relatively constant. Despite these trends, rather than shifting more representation to the suburbs to reflect population and funding, the resolutions passed by the majority of the Task Force shift representation away from the suburbs and to the City.

Responsibility for transportation governance on the RTA Board is currently allocated on the basis of population or one-person, one-vote, among three subregions: Chicago, suburban Cook County, and the collar counties. In fact, Section 3.01 (h) of the RTA Act (70 ILCS §3615/3.01(h)) specifically requires the Legislature to redistrict the RTA Board every ten years on this basis – a statutory provision that the Task Force curiously ignored.

The 2000 Census stated that the total population of the six county area was 8,146,264, divided among the three subregions as follows: the City of Chicago, 2,896,016 (35.55%); suburban Cook County, 2,480,725 (30.45%), and the collar counties, 2,769,523 (33.99%) Faithfulness to this fundamental democratic principle would require that four members of the Board live in the City of Chicago, four in suburban Cook County, and four in the collar counties. Resolution 3 of the Task Force malapportions the RTA Board, proposing that seven Board members reside in the City of Chicago, two in suburban Cook County, and five in the collar counties. Under this scheme, 35% of the population of the region (Chicago residents) would hold 50% of the seats, while 30% of the population (suburban Cook County) would hold only 14% of the seats.

A proper allocation of RTA governance should also recognize the interests of the taxpayers that subsidize transit systems in the region. Task Force Resolution 3 fails this test as well. In 2003, the RTA regional sales tax generated approximately \$655 million; 30% of that amount was collected in the City of Chicago, 55% in suburban Cook County and 15% in the collar counties. There cannot be a sound rationale for giving those taxpayers who provide 55% of the revenue to support transit systems a mere 14% of the say in how their contributions are spent.

The chart below displays how the proposed representation on the RTA Board fails to reflect population and sales tax collections, and disenfranchises suburban voters:

	2000 Population	2003 Sales Tax Collection	Proposed RTA Representation	
Chicago	36%	30%	7	50%
Suburban Cook County	30%	55%	2	14%
Collar Counties	34%	15%	5	36%
Total	100%	100%	14*	100%

** does not include Chairman*

By disenfranchising the majority of taxpayers and residents in the region in its proposals for governance of the RTA, the recommendations of the Task Force would erect insurmountable barriers to obtaining the support of elected officials in the region to address the ongoing needs of the regional transportation system.

D. The current organizational and governance structure has resulted in significant success for over 20 years.

The current organizational structure for public transportation in Northeastern Illinois has been highly successful since the reorganization of the RTA in 1983, thus resulting in financial stability for operations and balanced budgets; regional cooperation; local input into planning and capital projects; ongoing capital development and obtaining state and federal funds for such development; a record of no service interruptions since 1983; and the maintenance by the RTA of the highest bond rating of any transit agency in North America.

The members of the Task Force sponsoring this Report recognize the need for ongoing improvements to the coordination of transportation and land use planning for the Northeastern Illinois region; however, the fundamental aspects of the existing governance and organizational structure of the surface transportation system, especially as they relate to financial oversight of public transit, should be maintained, including:

- (1) the requirement that 50% of operating expenses be recovered by fares and other system-generated revenues;
- (2) the present formulas for allocation of funds;
- (3) the structure and appointment methodologies of the governing boards of the Regional Transportation Authority (RTA), the Chicago Transit Authority (CTA), the Commuter Rail Division of the RTA (Metra), and the Suburban Bus Division of the RTA (Pace);
- (4) the super-majority voting requirements for the RTA Board, which require the development of geographic balance and bipartisan, regional consensus; and
- (5) municipal and local involvement in land use and zoning.

The strong financial oversight provisions that resulted from the Legislature's 1983 reorganization of the RTA have worked as intended for the region. There have been no financial crises for transit operations in the more than two decades since the reorganization. Additionally, the RTA Act's requirement that 50% of operating expenses for public transit be recovered by fares and other system-generated revenues has had its intended effect of forcing the region's transit operators to live within their means and create budgets based on available funding. This requirement has held costs in check without negatively impacting the provision of existing transit services.

The present formulas for allocation of funds to the CTA, Metra, and Pace have effectively provided for the operations needs of each of the Service Boards while ensuring that sales tax proceeds are equitably divided between the City, suburban Cook County and the five collar counties.

The appointing structure of the RTA Board following the 1983 reorganization has achieved balance between City and suburban interests and required consensus on all major financial and capital issues. The current Board structure gives fair and equal representation to the interests of the residents of the City of Chicago, suburban Cook County and the collar counties. The super-majority requirement for all major financial decisions requires that capital projects and budgets have the support of Board members representing both the City and the collar counties. The requirements for consensus have meant that no Service Board's operating budget or capital improvement program has been held hostage to partisan politics.

E. No compelling arguments have been made to change the governance of existing transit and planning agencies.

The Regional Transportation Task Force did not hear compelling arguments for altering the existing governance and organizational structure of the surface transportation system in Northeastern Illinois. Changes to the existing governance and organizational structure will not address the need to maximize resources and improve efficiency and service, which are the fundamental challenges facing the region.

The reorganization of the RTA in 1983 carefully balanced the interests of the City of Chicago, Suburban Cook County, the five collar counties and the State of Illinois. Prior to the adoption of these reforms, mass transit in the Chicago region careened from one crisis to another. The financial stability that the system has enjoyed for the past 20 years is in sharp contrast to the meltdowns that occurred regularly prior to the adoption of these reforms, and which continue to periodically affect other cities. It was, in fact, the near-bankruptcy of the system that precipitated the 1983 reforms.

The RTA was created primarily to serve as a financial oversight body to impose fiscal discipline on the various operating agencies. The RTA has not gone to Springfield for operating subsidies, and the General Assembly has allowed the RTA and its Service Boards to function as they should: as local transportation agencies empowered to make financial and policy decisions at the local level, with reasonable oversight from an independent oversight authority.

F. The resolutions adopted by the Task Force majority are deeply flawed.

The resolutions adopted by the Task Force majority are focused on political control and governance, rather than on improving system efficiency and service. Any changes in the structure or management of the RTA, and the proposed mergers of Metra with Pace and of CATS with NIPC should be approached with extreme caution. The General Assembly has neither the resources nor the desire to return to an era in which mass transit regularly relied on state bailouts to keep the system functioning, and regional, partisan conflict was the norm.

The RTA and its operating agencies have provided mass transit services to millions of people on a daily basis, untainted by scandal or political influence for more than two decades. The recommendation of the majority members of the task force to combine the chairmanship and the day-to-day management of the agency into one politically-appointed position and then vesting in that individual control over the contracting and purchasing for the entire system represents a consolidation of power that will invite abuse and scandal.

The following are comments regarding the specific resolutions adopted by the Task Force:

Resolution #2 – Merger of Northeastern Illinois Planning Commission (NIPC) and Chicago Area Transportation Study (CATS)

The proposal would restructure the regional transportation and comprehensive planning process in Northeastern Illinois. A Regional Policy Board would be created as a new governmental unit that would have the responsibility to “remand or approve” transportation plans for the metropolitan area prepared by the federally designated Metropolitan Planning Organization (now the CATS Policy Committee). The CATS Policy Committee and the NIPC Board would be redefined as committees of the Policy Board along with a new Citizen’s Advisory Committee. CATS and NIPC staff would be combined and would report to the Policy Board.

Problems caused by the existing process have not been identified. No specific evidence was presented to the Task Force of lack of coordination between CATS and NIPC or examples of duplication of efforts or activities. Unrebutted testimony indicated that at most, approximately 5 to 10% of NIPC’s annual workload is transportation-related, but that these activities (principally census-mapping) are by their nature NIPC’s province and not duplicated elsewhere.

The transportation planning process is subject to a Federal certification process to verify that procedures and products are consistent with federal planning requirements. The 2002 Federal Certification Report found that CATS met all requirements for cooperation and coordination, with no corrective actions required. This included the review of the Uniform Work Program, which includes all planning activities in the region. With the current structure, the region has always met Federal requirements, insuring the timely availability of funds. No project has ever been delayed as a result of a deficiency in the planning process.

The Task Force's proposal could trigger a formal Federal Redesignation process of the Metropolitan Planning Organization (MPO). This process could be divisive and time-consuming, risking delays in the flow of Federal funds for roads and transit. It also would require agreement between the Governor and units of general purpose local government that together represent at least 75% of the population of the MPO region.

The current planning process ensures that local governments have significant input into funding and planning of transportation improvements, as well as control over local land use and zoning. The new structure changes the current governance model. It would abandon consensus building in favor of regional territorial factions. Local government officials would lose substantial influence over funds critical to their communities. Divisive votes could upset timely adoption of plans and put Federal funds at risk.

The combination of staffs of CATS and NIPC could significantly increase costs, especially with IDOT withdrawing its administrative support of CATS. The proposal offers no information on how this new organization will be funded, which is another factor that could create chaos in the transportation planning process.

Any proposed merger of CATS and NIPC can be justified only if significant improvements in the planning process will result from a merger. The Task Force did not see any evidence that this would be the case.

What it has seen is another proposed consolidation of power that would significantly reduce the ability of local units of government to influence how Federal transit dollars are utilized in the region. The existing system assures essential local input and fosters both cooperation and competition in ways that advance the overall transportation network of the region. The General Assembly need not reject, out of hand, a merger of CATS and NIPC. But it should forcefully reject the proposals that have been advanced, which masquerade as reform but instead strip local officials of their influence and authority.

A preferred approach to the rushed merger of CATS and NIPC would be the creation of a management study team, as proposed by non-voting Task Force member Mayor Rupp-Srch (Villa Park), with representation from all the interested parties in the region. This team would have nine months to conduct a complete review of the organization and management of CATS and NIPC and prepare recommendations. Rather than the precipitous action proposed by Resolution #2 adopted by the Task Force, which was opposed by the City of Chicago as well as the county chairs of all five collar counties, a management study team approach would allow the development of a sensible plan for the improvement of planning functions in the region.

Resolution #3 - Regional Transportation Authority (RTA)

The proposal would alter the governing structure of the RTA by changing the method and number of appointments to the RTA Board of Directors and by combining the Chairman and CEO functions in a single position. The specific provisions of the Resolution are listed below in *italics*, followed by commentary on each proposed change. The reapportionment of the RTA Board, and the resulting disenfranchisement of suburban voters and taxpayers, is addressed separately above (see section entitled “*The resolutions adopted by the Task Force majority are contrary to the principle of one-person, one-vote.*”).

New position, appointed by the Governor, to serve as both Chairman of the Board (full voting member) and CEO on a day-to-day basis. This Chairman/CEO will serve as the swing vote between City and suburbs on 15-member Board.

Substantial power is concentrated with one individual. This change runs counter to trends in the corporate world where increasingly the positions of board chairman and CEO are being separated in order to decentralize power and avoid scandal. Prior to the RTA reforms of 1983, the RTA Chairman functioned as the full-time executive director, however this was changed because the problem of reaching consensus among board members on controversial issues diverted attention from the responsibilities associated with the day-to-day management of public transportation services.

Chairman/CEO actions only need approval of simple majority of Board (8 votes) except “in the event the Chairman diverts any finances or funds from one Service Board to another it will take the concurrence of 10 directors.”

By eliminating the super-majority requirement for actions of the highly empowered Chairman, the proposal would drop the necessity for consensus on key decisions. This requirement has been largely responsible for regional equity in decision-making over the last 20 years.

The power to divert funds from one Service Board to another, and the reason that such power is needed in addition to the existing annual RTA review of the Service Board budgets, remains unexplained.

Chairman/CEO has power to “line item veto any duplicative services offered by the Service Boards.”

This provision would leave the Service Boards vulnerable to a potential loss of funding. The Chairman’s exercise of line-item veto authority only needs approval of a simple majority of the Board. Therefore, because a majority of the RTA Board would represent the City (presuming the Chairman is from the City), the Chairman could veto services in the suburbs and the suburban members of the RTA Board would be powerless to stop the action. Conversely, in the event a future Republican Governor appoints the Chairman, services in the City could be vetoed by the Chairman with the support of suburban Board members.

This power is dangerous and unnecessary, given the already robust budget review language in the RTA Act. Rather, it creates the potential for disruptive action by a polarized, partisan Board.

Chairman/CEO has power to “approve all planning and operating studies undertaken by the Service Boards for the purposes of eliminating duplicative studies or competing services” and, if the Chairman/CEO withholds approval, the RTA shall conduct the study.

This language could give the RTA the authority to approve all studies – potentially both the initiation and results/recommendations of the study – before a Service Board could proceed with the study or implement its recommendations. The Service Boards currently have the responsibility to determine the nature and level of services for their jurisdictions. In the hands of a politically appointed, highly empowered Chairman, needing only a simple majority for approval, this power could be used to direct the study of, and thereby the implementation of, new capital projects and service improvements.

Chairman/CEO “serves as the centralized purchasing agent in order to reduce overall operating costs” (does not apply to “capital contracting authority”).

This provision would agglomerate control over an enormous range of procurements and contracts for the entire regional transportation system in the hands of one person, whose actions only need approval of a majority of the Board. There is a legitimate concern that consolidating this authority under a politically-appointed chairman without substantial safeguards and counterbalances would be an invitation for abuse.

The Service Boards are large organizations with substantial procurement staffs and budgets. They are able to acquire materials and supplies at reasonable rates. They voluntarily participate in joint procurements, and the RTA Act already allows two or more Service Boards to request the RTA to act as a centralized purchasing agent on their behalf. No evidence was offered that establishing a new centralized purchasing function in the RTA would actually result in savings. However, it is certain that it would require a substantial increase in RTA staff to handle the responsibilities as a “centralized purchasing agent.”

Chairman/CEO shall require a bi-annual study of fares, service levels, capital and maintenance activities and farebox recovery ratios.

The current structure gives the Service Boards responsibility to determine their own fare structures. The analysis of fares is already a routine part of the budget development process at each Service Board. The RTA ensures that revenue projections result in meeting balanced budget requirements. This process has resulted in the system operating within its means for over 20 years without the need for a financial bailout from the General Assembly. The proposed fare and service assessments, in the hands of a politically appointed, highly empowered Chairman, may result in the Governor being seen as responsible for any fare increases.

Resolution # 4 – Metra/Pace Merger and the Reconstitution of the Metra Board

A new Commuter Rail and Suburban Bus Division is created, merging Metra and Pace.

Metra and Pace operate fundamentally different types of services. As Metra pointed out in its testimony, its provision of service improved dramatically in 1984 after it was organized to focus exclusively on rail operations. Although Pace connections with Metra are important they represent a small percentage of daily ridership. Many more Pace riders transfer to CTA on a daily basis than to Metra. Pace also provides vital services to vulnerable populations including seniors, the disabled, and low-income riders.

The new Board includes 16 members with only one from the City of Chicago. Six Suburban Mayors are appointed to the Board by the Governor.

There does not seem to be any concept of equal representation reflected in the selection of Board members. The Mayor of the City of Chicago has only one appointment even though more than twice as many commuter rail passengers board trains in the morning in Chicago than board in Kane, Lake, McHenry or Will Counties. Suburban mayors have traditionally had a close relationship to suburban bus service yet they will not be able to select their own representatives to the new Board.

The proposal focuses on board structure and ignores the underlying challenges. No evidence was presented to demonstrate that changing board structure will address the needs of suburban bus riders.

Resolution #5 – Chicago Transit Authority (CTA)

The proposal would change the number and method of appointment of CTA Board members. It increases Mayoral appointments from 4 to 7. Gubernatorial appointments are increased from 3 to 6, with 3 of the 6 from the opposite political party of the Governor.

It is unclear why this change is proposed. The Governor already has the authority to appoint members from suburbs in the CTA's territory. The requirement that some of the Gubernatorial appointments be from the opposite political party could be problematic since many suburban mayors are elected on a non-partisan basis.

The current Board size has proved to be manageable and effective in decision making.

Initiating amendments to the Metropolitan Transit Authority Act (the CTA Act) opens the possibility of other revisions to the CTA's structure.

Resolution #6 – Universal Fare Card

The proposal recommends the adoption of a Universal Fare Card. This resolution, adopted unanimously by the Task Force, is the only example of the Task Force actually making specific, constructive recommendations that would address existing transportation issues and suggest improvements.

G. The resolutions adopted by the Task Force failed to deal squarely with the issues raised in testimony before the Task Force.

The critical issues of service coordination and delivery must be addressed promptly, with the input of experts in the transportation community. However, the resolutions adopted by the majority members of the Task Force ignore these crucial issues and would actually *delay* addressing any of these issues because the entire organizational structure of the Northeastern Illinois transportation system would be thrown into the chaos of hastily designed mergers and power shifts. Essentially, the Task Force recommended re-arranging deck chairs while the ship continues on its present course. Such wholesale changes as those proposed by the Task Force majority could result in a significant delay while the allocation of responsibilities, transfer of administrative functions, labor contract negotiations, physical location changes, and a whole host of other issues are pushed to the forefront, while the crucial issues of efficiency and service delivery are relegated to the background. This could not happen at a worse time, as the Congress debates a multi-year transportation funding package and the Illinois General Assembly confronts the expiration of the Illinois FIRST program.

III. Conclusion.

Members of the Northeastern Illinois Regional Transportation Task Force reached very different conclusions on the issues. As for the General Assembly and the Governor, we believe transportation is vital enough to require everyone's effort at building interests that transcend the most local and parochial. It is in the nature of this great state that when one region does well, the State does well. It is also apparent that much rides on the fate of greater Chicagoland. To dispense with the consensus building mechanisms that have brought us so far over so many years in favor of a thumb on the scale for any one jurisdiction or party is to turn away from the very regionalism that has been named as a value. We urge caution and deliberation, consensus building and fact-finding. We would have preferred to have completed those tasks in the Task Force, but it was not to be.

Respectfully submitted by the following twelve voting and non-voting members of the Northeastern Illinois Regional Transportation Task Force:

Voting members:

Michael Smith
Mayor
Representing the Village of New Lenox
Appointed by the Senate Minority Leader

Chris Robling
Representing the Public at Large
Appointed by the Senate Minority Leader

Sidney Mathias
State Representative
Representing the Illinois House
Appointed by the House Minority Leader

Jack Kubik
Former State Representative
Representing the Public at Large
Appointed by the House Minority Leader

Non-voting members:

Michael Tryon
Chairman, McHenry County Board
Representing the Chicago Area Transportation Study
Appointed by the House Minority Leader

Al Larson
President Village of Schaumburg
Representing the Northeastern Illinois
Planning Commission
Appointed by the Senate Minority Leader

Thomas J. McCracken, Jr.
Chairman
Representing the Regional Transportation Authority
Appointed by the RTA Board

Mark Kirk
United States Representative
Representing the U.S. Congress
Appointed by the Governor

Alan D. Cornue
Mayor, City of Woodstock
Representing Mayors
Appointed by the Metropolitan Mayors Caucus

Rae Rupp-Srch
Mayor, Village of Villa Park
Representing Mayors
Appointed by the Metropolitan Mayors Caucus

Jeffrey D. Schielke, Mayor
City of Batavia
Representing Mayors
Appointed by the Metropolitan Mayors Caucus

Melvin D. Van Allen, Jr.
President, Village of Justice
Representing Mayors
Appointed by the Metropolitan Mayors Caucus

#####